REMARKS

Claims 1-19 were pending as of the Office Action of March 1, 2001. Though the claims have not been amended, Applicant respectfully submits a listing of the claims for the Examiner's convenience. Applicant respectfully thanks the Examiner for finding the subject matter of claim 12 to be allowable. Applicant also respectfully submits with this Response a petition under 37 CFR 1.137(b) seeking revival of the Application due to unintentional abandonment.

Claim rejections under 35 U.S.C. 102(b)

The Examiner rejects claims 16-19 under 35 U.S.C. 102(b) for allegedly being anticipated by United States Patent Number 6,119,825 to Nisley ("Nisley" hereinafter). Applicant respectfully traverses.

Applicant's claim 16 recites *inter alia*:

"a winding located such that the brake elements are accessible without requiring removal of the winding from the motor."

Applicant respectfully asserts that Nisley does not teach a winding element that is located such that brake elements are accessible without requiring removal of the winding from the motor. Instead, referring to Figure 3, Nisley teaches that access to brake elements 46 is achieved, firstly, via removal of the pushing element 48 and adjusting nut 50. Secondly, the "threaded or press fit" connection between the brake assembly and motor via the mounting post 26 must be severed by withdrawing the brake assembly along the shaft 14 in a direction away from the motor 10. As the windings 24 are part of the brake assembly winding removal clearly constitutes a removal of the windings from the motor. As such, Nisley clearly does not describe a winding located such that the brake elements are accessible without requiring removal of the winding from the motor, as is recited in Applicant's claim 16.

Therefore, for at least the reasons set forth hereinabove, Applicant respectfully submits that Nisley does not teach every element of Applicant's claim 16, or claims 17-19 that depend therefrom.

Referring now to claim 17 specifically, there is recited *inter alia*:

"wherein the winding is located between the brake elements and the motor."

Applicant respectfully asserts that Nisley does not teach a winding located between the brake elements and the motor. Instead, referring to Figures 1 and 3, Nisley teaches a motor that is located to the left hand side of the break arrangement in the orientation illustrated, thus positioning the brake elements 34, 46 between the motor 10 and the windings 24 as opposed to the winding between the break elements and motor. Therefore, Nisley does not teach every element of Applicant's claim 17 for at least this additional reason.

Accordingly, for at least the reasons set forth hereinabove, Applicant respectfully submits that Nisley does not anticipate Applicant's claim 16, or claims 17-19 that depend therefrom.

Claim rejections under 35 U.S.C. 103(a)

The Examiner rejects claims 1-11 and 13-15 under 35 U.S.C. 103(a) as being allegedly unpatentable over Nisley in view of United States Patent 4,715,486 to Burgdorf et al. ("Burgdorf" hereinafter). Applicant respectfully traverses.

Applicant's claim 1 recites *inter alia*:

"wherein the brake elements are provided, at least in part, with a surface coating which raises the coefficient of friction of the brake elements to a value greater than 0.2."

Applicant respectfully agrees with the Examiner's statement at page 4, paragraph 2, which concludes that Nisley does not teach that the brake elements are provided, at least in part, with a surface coating which raises the coefficient of friction of the brake elements to a value greater than 0.2. However, Applicant respectfully asserts that Burgdorf also does not teach brake elements are provided, at least in part, with a surface coating which raises the coefficient of friction of the brake elements to a value greater than 0.2. In fact, Burgdorf does not teach a surface coating that raises the coefficient of friction of the brake elements at all.

Instead, Burgdorf teaches a coating that is applied to the brake elements for the purpose of "wear-reducing," and actually further teaches at column 3, lines 42-43 the *coefficient of friction of a coated brake element is substantially the same as an uncoated brake element*. In fact, since the object of the coating in Burgdorf is to reduce wear, Applicant respectfully asserts that it would be reasonable to conclude that the coating should actually reduce the coefficient of friction of the braking elements. As such, Applicant respectfully submits that the proposed combination of Nisley and Burgdorf does not teach every element of Applicant's claim 1, or claims 2-11 and 13-15 that depend therefrom.

Applicant further notes that claim 15 recites a winding located such that the brake elements are accessible without requiring removal of the winding from the motor. As such, the proposed combination of Nisley and Burgdorf does not teach every element of claim 15 for the same reasons as discussed with regards to the 102 remarks as applied to claim 16.

Accordingly, Applicant respectfully submits that for at least the reasons set forth hereinabove, claims 1-11 and 13-15 are not obvious over the proposed combination of Nisley and Burgdorf.

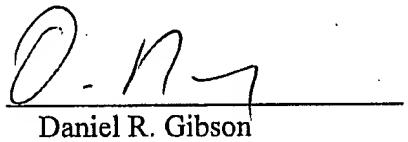
Applicant respectfully submits that the rejections are herein overcome by way of the above remarks. Allowance of the claims is respectfully requested.

Applicant hereby petitions under 37 C.F.R. §§1.136, 1.137 for any necessary extensions of time for entry and consideration of the present Response.

If there are any charges with respect to this amendment, or otherwise, please charge them to Deposit Account No. 06-1130 maintained by Applicant's attorneys.

The Examiner is invited to contact Applicant's attorneys at the below telephone number regarding this Response or otherwise concerning the present application.

Respectfully submitted,
CANTOR COLBURN LLP

By: 

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